OPERATING INSTRUCTIONS

AND SPARE PARTS LISTS FOR

BRITISH ANZANI

Seamaid 3

3 HP OUTBOARD MOTOR MODEL

Sole Manufacturers :-

THE BRITISH ANZANI ENGINEERING CO LTD

WINDMILL ROAD - HAMPTON HILL - MIDDLESEX

JUNE 1960

PRICE 2/-

GENERAL INFORMATION

ENGINE	Single cylinder two-stroke, water-cooled, developing 3 B.H.P. at 4500 R.P.M., 45.5 mm. bore, 38 mm. stroke, 60 cc. capacity.
TRANSMISSION	By means of hardened steel bevel gears in the ratio of 12 : 22
TANK	Capacity 4½ pints - sufficient for 2½ hours' running, with an extension for easy filling. The tank, with the rest of the powerhead is enclosed in a fibreglass cowl which is secured to the tray by quickly detachable snap-on clips. The cowl has an access hole by which the tank can be filled and the filler cap screwed in. Remotely operated push/pull fuel tap and plastic or nylon petrol pipe to the carburetter. The fibreglass cowl forma a waterproof protection for the powerhead and also reduces noise to a minimum.
LUBRICATION	As instructions given on page 8.
UNDERWATER UNIT	As instructions given on page 8.
PROPELLER	Three blade weedless type, 7" diameter x 7" pitch, easily removable for replacement of shear pin etc. The brass shear pin takes the drive through the propeller boss and propeller shaft, and is an excellent safeguard for the protection of the gears.
IGNITION	Magneto - Miller Type FWH/S. Reference should also be made to page 9 of this booklet, paragraph headed IGNITION. Sparking plug - Champion type L.10 or equivalent.
FUEL	System - gravity fed from tank, mixture as recommended on page 3.
CARBURETTER	Zenith Series 13MXZ.

RUNNING-IN

It is most important that the instructions contained in page 8 are observed.

OPERATING INSTRUCTIONS

Never run the unit out of water.

After starting the motor, always check that the cooling water is circulating, and occasionally make this check whilst the motor is running. There is a tell tale water discharge from the outlet pipe located in the lip of the drive shaft casing near the thrust pad.

FUEL

Always use the correct fuel mixture - refer to chart on page 3 for recommended fuel/engine oil ratio.

LUBRICATION

Make sure the gearbox is filled with the correct grease. Refer to chart on page 3 for recommended engine oils.

GUARANTEE

"We guarantee each new British Anzani outboard motor to be free from defects in material and workmanship under normal use and service, our obligation under this Warranty being limited to making good at our factory any part or parts thereof which shall, within six months after delivery of such engine to the original purchaser, be returned to us with carriage charges prepaid, and which our examination shall disclose to our satisfaction to have been thus defective; this Warranty being expressly in lieu of all other warranties and representations expressed or implied, and of all other liabilities in connection with the sale or use of any outboard motors of our manufacture."

The above guarantee is automatically cancelled if the motor is repaired by any firm or individual other than one of our Authorised Agents or ourselves without our permission. All proprietary fittings are guaranteed by their respective makers.

	PETROL FUELS Ready Mixed in proportion of 1 : 12	ENGINE OILS Mix with commercial petrol in not less than the proportion given	GEARBOX GREASE
*	BP - ZOOM	B.P. ENERGOL TWO STROKE OIL 1 : 12	CASTROL UNDERWATER GREASE
	MOBILMIX TT	CASTROL TWO STROKE OIL 1 : 12	
*	SHELL 2T MIXTURE	CASTROL XL 1 : 16 ESSOLUBE 30 1 : 16 ESSO TWO STROKE MOTOR OIL 1 : 12 MOBILOIL A 1 : 16 REGENT OUTBOARD MOTOR OIL 1 : 16 SHELL 2T. TWO STROKE 1 : 16	

* DISPENSED FROM PETROILER IN THE PREDETERMINED RATIO OF 20 : 1

'SEAMAID' INSTRUCTION BOOKLET

FOREWORD

The British Anzani 'Seamaid' 3 model outboard motor represents the results of an accumulation of knowledge and experience in outboard motors which will give the user years of reliable pleasure and satisfaction.

TO ENSURE THAT YOU GET THIS 100% SATISFACTION AND PLEASURE FROM YOUR SEAMAID OUTBOARD MOTOR, PLEASE FIRST CAREFULLY READ THE FOLLOWING INSTRUCTIONS FOR TROUBLE FREE SATISFACTION AND CAREFREE PLEASURE.

TWO STROKE ENGINES ARE NOW NO LONGER THE TEMPERAMENTAL MACHINES THEY WERE TWENTY OR THIRTY YEARS AGO, SO THAT UNLESS THERE IS SOME UNUSUAL OR BASIC CAUSE, THERE IS NO REASON WHY YOUR MOTOR SHOULD NOT BEHAVE FAULTLESSLY. IT REQUIRES NO SPECIAL MECHANICAL KNOWLEDGE OR ENGINEERING SKILL TO RUN AN ANZANI ENGINE.

ON TAKING DELIVERY

If the motor is delivered in a wooden case, sign for the package as unexamined, but be certain to unpack the case carefully and check the contents. Make sure that the engine serial number, which is stamped on the lower edge of the crankcase at rear of the motor, corresponds with the serial number shown on the advice or delivery note or invoice. In the unlikely event of there being any error, inform your dealer immediately.

RETURN THE PACKING CASE IF YOUR MOTOR WAS SUPPLIED IN A RETURNABLE CASE AND NOTIFY THE CONSIGNEE OF DATE AND METHOD OF RETURN.

Accompanying each new British Anzani 'Seamaid' model outboard motor will be the following:-

1. Instruction booklet and spare parts list.
2. Guarantee Registration Card. Fill in this card with all the necessary details and return to the factory as soon as possible thus making our guarantee effective.
3. One tool kit comprising: Plastic Tool Roll, 3" Screwdriver, 3/16" x ¼" Spanner, ⅜" x 7/16" Spanner, Grease Gun, 14 mm. Spark Plug Box Spanner and Tommy Bar.
4. Three spare propeller shear pins.
5. One spare propeller nut split pin.

ATTACHING MOTOR TO BOAT

To obtain the best performance from your outfit it is essential that the motor is suitable for the boat and further, that it is correctly installed. It is no use blaming the motor for poor performance if the boat is unsuitable or the motor is not correctly installed.

You will have read the recommendations as to suitability, but the best results are to be obtained by dinghies from 10 to 14 feet. With displacement dinghies the maximum speed to be obtained from any outfit depends on the wetted surface of the hull. Thus, with a short dinghy of 9' and less, it is preferable to operate the outfit from amidships thus ensuring that the correct length of the

boat is in contact with the water. The tiller handle can be used either from the port or starboard side of the motor to choice.

The 'Seamaid' 3 is produced in two shaft lengths, a 23" shaft model and a 28" shaft model. The former is suitable for boats with transom heights of up to 16 inches, the latter for boats of transom heights of up to 21 inches. Wherever possible, the standard, i.e. 23" model, should be used, provided that the propeller is at all times submerged even without load.

Further, and this is most important, the motor should be vertical when the boat is under way. To make the necessary adjustment the thrust block can be moved in the arc of the segment plates, but when the correct position has been obtained the thrust block stud nuts should be tightened up securely. DO NOT over-tighten the stud nuts because you might wring off the thread or break the stud.

Next, check that the motor can be rotated through 360° without the propeller, or skeg, fouling the keel or bottom of the boat.

Next, please check that the motor is securely clamped to the boat but in tightening the clamp screws no spanner or tommy bar should be used. Once the motor has been running for a little while, the clamp screws should be tightened further, but again, no undue pressure should be exerted.

IT SAVES A LOT OF TROUBLE IF THE POINTS MADE ABOVE ARE CHECKED BEFORE THE MOTOR IS PUT INTO USE.

For transporting the outfit over short distances, beaching, or launching, the motor can be left attached to the boat, but to avoid any possible damage, the motor can be tilted to an almost horizontal position. The degree of stiffness obtained is achieved by tightening or loosening the tilt bolt and nut.

One further precaution should be taken and that is to check that the motor swivels freely in the pivot bearing. The steering friction can be adjusted by means of the cheesehead clamp screw at the rear of the pivot bearing.

TO START MOTOR

Nothing can be more frustrating than a motor that does not start, but just to continue to pull the motor over lessens your chance of getting it to start, THEREFORE, THE FOLLOWING SIMPLE STARTING ROUTINE SHOULD BE CARRIED OUT STRICTLY:-

1. Mix oil and petrol thoroughly in a separate can in the proportion of one to sixteen, i.e. half pint to the gallon. We have found that the best results are to be obtained by using a commercial or low octane grade petrol with one of the lubricating oils mentioned and recommended in the transfer affixed to the petrol tank near the filler cap.
   If two-stroke or self mixing oil is used, it should be realised that the proportion of oil must be increased to make up for the diluent that is included in such lubricating oils. The amount of oil recommended for the fuel mixture is critical and strict attention to the correct proportion and proper mixing will pay off handsomely. Filter the fuel mixture into the tank and thus cut down on the likliehood of any foreign substance clogging the jets.

2. Unscrew air vent on the filler cap and always make sure that the atmospheric pressure operates to allow the fuel to flow by the force of gravity to the carburetter. If there is any blockage the fuel will not flow.

3. To turn on petrol pull out black knob at right hand of tray casting. There is a filter brazed to the tap which is screwed into the bottom of the tank, a fibre washer being used to make the joint leak-proof. Examine the tap, particularly the filter, at the beginning of each season, and thus avoid the possibility of a restricted flow of fuel by a blocked filter or a leaky tap and the mess this can cause.

4. Close throttle fully by pushing throttle lever over to the right. Pull out black knob on left hand of tray casting and hold in position until the fuel starts to drip out of the vent hole of carburetter, and the drips can be seen coming below tray casting. This now ensures that the fuel is flowing freely from the tank to the carburetter. By pulling out the black knob on the left hand which operates the tickler, the starting device also is depressed. Set throttle approximately ¼" open by moving it towards the left. THIS IS IMPORTANT AS IF THROTTLE IS OPENED MORE THAN THIS THE ENGINE WILL NOT START.

5. Start motor with one hand holding the carrying handle cast into the tray and with free hand grasp handle of automatic rewind starter and pull over sharply. The motor should start after the first or second pull, and the automatic rewind starter will revert to its original position after each pull.

6. Within a few seconds of the motor starting up the throttle should be opened fairly wide to about three-quarter opening, and this ensures that the starting device has been released and that from now on the fuel/air mixture is at all times correct for the various throttle openings.
If the motor does not start within a maximum of three or four pulls, DO NOT continue to pull the motor over, as this will only make the mixture in the crankcase over-rich, and make it impossible to start. The trouble is probably due to the point of the plug being fouled and not permitting a spark to be caused. Remove the plug and clean the excess of fuel mixture from the points, making sure that the correct gap is not altered. It is, however, much better to replace the plug and clean and adjust the points of the fouled plug correctly at leisure. Even if the motor does not start after the plug is replaced, the cause of non-starting is due to some other cause and your dealer who supplied you with the motor should be consulted. If he is unable to trace and rectify the cause of the defect in a very short time he will get in touch with the Service Department of the factory whose resources, knowledge and experience are at your disposal. If for any reason the motor becomes flooded, turn off the petrol and open the throttle wide and pull the motor over a few times with the spark plug removed. This should clear the excess mixture from the crankcase.

7. Once the motor has been started, the only control as far as the motor is concerned, is exercised by the throttle lever. This, of course, does not include the steering. In some instances the maximum speed is achieved at between 2/3 and 3/4 throttle opening, but any increase in throttle opening does not result in any increase of speed. This is due almost entirely to the fact that the boat is not capable of any increase in speed due to the limitation of the length of the craft in question and the extent of the wetted surface of the hull. HULL DESIGN HAS A VERY IMPORTANT BEARING ON MAXIMUM SPEED WITH A GIVEN POWER OUTPUT.

8. The motor is so flexible that it can be throttled back to almost a tickover, but it is not recommended that this running with a small throttle opening is continued for any length of time as the plug tends to oil up and give rise to uneven and erratic running, and what is more, with a fouled

plug the motor will be that much more difficult to start the next time.

9. When the motor has been used for some time, and it is necessary to stop for any length of time, particularly if the motor has been used with a small throttle opening, it is advisable to give the motor a sharp burst of running with the throttle wide open to burn off any carbon deposit and excess oil from the fuel mixture.

10. If the motor is not required for some considerable time, it is recommended that prior to the sharp burst of running with throttle wide open, the petrol is turned off and this will ensure that the fuel mixture in the carburetter and fuel pipe is used up, so that when the motor is required for use again, it can be started with fresh, good quality fuel mixture.

11. If, however, the motor is required again and it is still warm, it is not necessary to close the starting device again to re-start the motor. All that is necessary is to open the throttle and use the automatic rewind starter in the manner suggested in instruction 5. To decide on whether to use the starting device or not, all depends on your own experience, and for this reason the owner should familiarise himself thoroughly with his motor, and very soon he will get to know the exact feel of his motor and obtain the best results possible from it.

12. The reverse feature of the motor is a very important one, although not used very often, just as with a car, which is only used in reverse for getting out of difficult positions. As with a car, the motor should not be used in reverse with a large throttle opening as it is far easier to steer and control the boat at a slow speed. Thus, if it is necessary to run the motor in reverse, always first throttle back, and then swing the motor around by means of the tiller handle, which can be pivoted upwards, and carrying handle. In reverse, the lip of the half collar on the drive shaft casing engages in the thrust block so that the engine does not tilt up, which it would if there was no means of securing it, but care should be used to make certain that the thrust block engages fully in lip of the drive shaft casing, otherwise the motor will 'kick up' when the throttle is opened, and possibly the thrust block will be damaged.

13. The 'Seamaid' 3 is a water-cooled outboard motor and it is essential, therefore, to remember this when removing the motor from the boat, and after use water must remain in part of the system and IT IS IMPERATIVE THAT NONE OF THIS SHOULD BE ALLOWED TO RUN BACK INTO THE POWERHEAD, where it could cause corrosion and consequent extensive repairs. To this end, the motor should be lifted straight up from the boat and kept in the vertical position until all the water from the underwater exhaust has drained away from the small drain hole in the pump cover plate just behind the propeller. In fact, if possible, this should be left for a little while in the upright position to make certain that all the water has drained away, as if even a small proportion of the water gets into the powerhead, the resulting damage would be quite expensive. When storing, or transporting the motor, always make certain that the powerhead is above the underwater unit as if there is any water in the system this will drain back into the powerhead. Dry the motor thoroughly after use and if there is an oily rag handy, wipe over the underwater unit and any of the bright parts to prevent corrosion.

GREASING & LUBRICATION

The 'Seamaid' 3 has a two stroke engine, so that the working parts of the powerhead are lubricated by oil in the petrol/oil mixture, and provided the correct proportion of oil is mixed in with the petrol the bearings and cylinder of the powerhead will be adequately lubricated. However, it is necessary to make certain that the underwater unit is correctly filled with grease, and to this end there is a grease nipple fitted to the forward end of the gear housing and the grease gun supplied is suitable for pumping grease into the underwater unit. The underwater unit has seals fitted to ensure that this grease does not run away when the motor has been run and the grease in the underwater unit has been liquified. Nevertheless, it is best to top up the underwater unit with the recommended underwater grease after every twenty hours' running. There is also a grease nipple in the pivot bearing and grease should be pumped into this grease nipple occasionally, particularly when there is any tendency for stiffness in the steering. A little grease should also be applied to the thrust pad and the motor rotated in the pivot bearing so that the pad engages freely with the lip of the collar on the drive shaft casing. At least once every season, remove the pump body and clean out the gear housing and repack with fresh grease. See that all moving parts, such as throttle control, are free, occasionally apply a few drops of oil to make certain that there is always free movement in these parts. The motor is of the best quality aluminium alloy which is resistant to corrosion by sea. Nevertheless, it is recommended that after use in sea water, the motor is wiped all over with an oily rag, particularly if it is stored for any length of time. It is also recommended that if the motor is not required it should not be left on the back of the boat where it can be attacked by the elements.

TILTING DEVICE

The motor will tilt automatically if you run aground or strike a submerged obstruction, and this device is intended to prevent serious damage to your motor, but it must be realised that this can only happen when running in the forward direction and would not occur when the motor is being operated in reverse. The tilt is controlled by friction and may be adjusted by tilt bolt (Part No.984) and its associated nuts, but in adjusting the friction it should be borne in mind that care should be exercised when tightening the tilt bolt nut (Part No.849A) so that the thread is not wrung off. The ideal to aim at is that the motor can be left in the tilted position but the friction should not be so great as to cause difficulty in pushing the motor down into the running position.

RUNNING IN A NEW MOTOR

When the motor is new, for the first ten hours it should not be operated at more than 3/4 throttle as it is essential that all the bearings, moving parts etc. are thoroughly lubricated in this running-in period. It is recommended that the proportion of oil to petrol should be in the ratio of 3/4 pint of oil to each gallon of petrol, and this proportion should be maintained for the first twenty hours' running. By careful running in the moving parts are properly bedded in and any early tendency to stiffness is completely eliminated. Once this running in has been carried out the motor benefits by wide throttle openings because there is then no tendency for the plug, exhaust or cylinder head to be sooted up by carbon deposit.

TRANSMISSION

The drive is transmitted from the lower end of the crankshaft through a vertical steel drive shaft to the bottom end of which is rivetted the drive shaft pinion (Part No.994). This in turn meshes with the propeller shaft gear (Part No. 993). These two bevel wheels rotate so that now the drive is transmitted to the propeller shaft which is mounted in bronze bushes. The propeller shaft is of stainless steel and the propeller fits on to the shaft at the rear and is secured to the shaft by means of a soft brass shear pin so that it will be seen that the drive to the propeller is eventually taken by this shear pin, and this is made of brass so that in the event of the propeller striking any underwater obstacle, only the shear pin, as its name signifies, will shear, and thus the transmission is fully protected. To ensure that the propeller should not be lost, should this happen there is a propeller shaft nut which screws on to the end of the propeller shaft, and is further secured by means of a brass split pin which locates through a slot in the threaded portion of the shaft. The shear pin can be renewed by driving out the broken shear pin from one end of the propeller boss and replacing same with a fresh shear pin. Three spare shear pins are supplied with every new engine sent from the works. Care must be taken that when the propeller nut is screwed on to the shaft this should not be done too tightly, or by forcing the propeller back on the shaft the shear pin might be pressure sheared. The propeller should be removed from time to time and the bore smeared with grease or tallow, also the propeller shaft should be greased so that there is no possibility of the propeller corroding on to the shaft by means of a crystalline deposit which would make the protection of the gears ineffective..

IGNITION

The flywheel magneto fitted to this engine is of very robust construction and unless the motor is dropped overboard should seldom require attention. If the plug lead shows signs of leaking it can be renewed. The ignition timing is not adjustable and is set after careful tests at the best position for all round performance.

To inspect the contact breaker points, remove the fibreglass cowl which will expose the four bolts holding the recoil starter assembly. Remove the recoil starter assembly complete. This will expose the contact breaker for adjustment. The gap should be .015". Occasionally put a little grease on the felt pad which lubricates cam.

We do not recommend owner to remove flywheel from crankshaft but if this is absolutely necessary, proceed as follows. Slacken flywheel nut two or three turns, lift up flywheel with both hands on opposite sides while an assistant taps flywheel nut sharply with a hammer. This should loosen the flywheel on its shaft. When replacing nut be sure to tighten securely by tapping spanner end with hammer. If it is not possible to remove the flywheel from the crankshaft by the means recommended, a flywheel withdrawal tool can be obtained for this purpose and as listed in the accessories.

The spark plug should be cleaned occasionally by scraping off all carbon and washing the interior with petrol. The gap should be set at .020". It is important that a spark plug with $\frac{1}{2}$" thread length be used. Type Champion L.10 or equivalent.

SPARE PARTS LIST

HOW TO ORDER

Always give the serial number and date of purchase of the motor for which the parts are required. The serial number will be found stamped on lower edge of crankcase at rear of motor. If in doubt give a brief description of the parts. This will greatly facilitate the work of our Spares Department and enable quicker service to be rendered.

Always accompany your order with payment sufficient to cover the costs of the parts plus carriage or postal charges. This will save both time and money and eliminate the delay and extra cost of C.O.D. delivery. Due to the cost of collecting small amounts we are obliged to adopt this system with a minimum charge of 3/6d. per transaction.

In case of difficulty please communicate with our Service Department.

Specification and prices subject to change without notice.

POWER HEAD ASSEMBLY

Part No.	Description	No.Off	Price £.	s.	d.
851	Cylinder	1	3.	15.	0.
853/2	Cylinder Head	1	1.	5.	0.
861	Cylinder Head Gasket	1		2.	6.
862/1	Cylinder Head Bolts	3			9.
479	Cylinder Head Bolt Washers	3			2.
852	Cylinder Base Gasket	1			9.
854	Piston	1	1.	2.	6.
863	Piston Ring	2		2.	9.
864	Gudgeon Pin	1		3.	6.
866	Gudgeon Pin Circlip	2			4.
855/2	Connecting Rod	1	1.	13.	6.
1013	Connecting Rod Big End Bearing Liners	1 pr.		6.	0.
867	Connecting Rod Screw	2		1.	0.
858/3 857/2	Crankcase Top) Crankcase Bottom)	1pr.	4.	10.	0.
964	Crankcase Top Bearing	1		7.	6.
1010	Crankcase Top Bearing Oil Seal	1		3.	6.
856/1	Crankshaft	1	3.	17.	6.
874	Fixing Screw Washer	2			2.
860	Crankcase Bush Bottom	1		7.	6.
919	Crankcase Stud with Nuts	4		1.	0.
554	Crankcase Stud Washer	4			2.
501	Cylinder Base Stud	3			11.
199	Cylinder Base Stud Nut	3			3.
295	Cylinder Base Stud Washers	3			2.
871	Flywheel Assembly	1	3.	15.	0.
872	Armature Plate Assembly	1	3.	15.	0.
926	Contact Breaker Assembly	1		10.	6.
927	Cam Grease Pad	1		1.	6.
928	Coil	1	1.	12.	6.
929	Condenser	1		8.	0.
894	Spark Plug	1		5.	0.
930	Spark Plug Cable with Terminal	1		2.	0.

			£.	s.	d.
588	Flywheel Key	1			9.
1005	Flywheel Nut	1			9.
1014	Adaptor Casting (Recoil Starter)	1	2.	5.	0.
1000	Recoil Starter	1	2.	15.	0.
1001	Pulley	1	1.	2.	6.
1002	Pawl Pin	1			9.
1003	Spring	1			6.
1026	Induction Pipe	1		4.	6.
1025	Carburetter	1	3.	0.	0.
1009	Tray	1	4.	15.	0.
552	Tray Fixing Bolts	4			9.
1031	Tiller Handle	1		14.	6.
1032	Tiller Handle Grip	1		1.	6.
1024	Tiller Handle Bolts	1			9.
1046	Fibre Washer	1			6.
1017	Cylinder Head Strap	1		4.	6.
1016	Crankcase Strap	1		2.	3.
1021	Cowl	1	4.	5.	0.
3179	Cowl Clips	3		2.	3.
2841	Cowl Clip Screw	6			6.
2843	Cowl Clip Nut	6			6.
3269	Rope Guide	1		3.	9.
1020	Aperture Plate	1		13.	0.
1033	Choke Cable	1		3.	9.
1034	Choke Lever	1		4.	3.
1035	Choke Lever Bracket	1		2.	9.
1040	Choke Lever Bracket Rivet	1			3.
1030	Throttle Control Lever	1		11.	9.
1029	Throttle Control Cable	1		4.	6.
1771	Tiller Handle Stop Peg	1		2.	3.
547	Aperture Plate Bolt	2			6.
554	Aperture Plate Bolt Washer	2			3.
EM	Recoil Starter Fix Bolt	4			6.
1038	Transfer -- 'Seamaid'	2		2.	6.
1041	Cut out press button	1		4.	6.

PETROL TANK ASSEMBLY

1015	Petrol Tank	1	3.	5.	0.
470	Petrol Tank Bolts (Rear)	1			9.
552	Petrol Tank Bolts (Front)	2			9.
1027	Petrol Tap	1		9.	6.
907	Fibre Washer	1			3.
1028	Petrol Pipe	1		2.	6.
935	Filler Cap Assembly	1		7.	9.
882	Filler Cap Washer	1			9.
883	Air Vent Screw	1		1.	6.
884	Air Vent Washer	1			2.
886	Air Vent Splash Washer	1			4.
885	Air Vent Spring Washer	1			2.
887	Filler Cap Retaining Chain	1		1.	0.

BRACKET ASSEMBLY

981	Stern Bracket (Tapped)	1	1.	1.	0.
982	Stern Bracket (Plain Hole)	1	1.	1.	0.
983	Pivot Bearing	1	1.	7.	6.
908	Pivot Bearing Grease Nipple	1		1.	0.
841	Pivot Bearing Liner	1		1.	6.
846	Pivot Bearing Washer	1		1.	3.
842	Pivot Bearing Friction Screw	1			9.
847	Pivot Bearing Circlip	1		1.	6.
984	Tilt Bolt with Nut	1		2.	9.
916	Tilt Bolt Washer	1			4.
985	Tilt Bolt Friction Washer	2			5.
849A	Tilt Bolt Nut	1			4.

Part No.	Description	No.Off	Price £.	s.	d.
986	Thrust Block	1		15.	0.
987	Thrust Block Stud	1		1.	3.
988	Thrust Block Stud Washer	2			4.
487	Clamp Screw Assembly	2		7.	6.
318	Clamp Screw Pad	2		2.	4.
	LOWER UNIT ASSEMBLY				
820/5	Gear Housing	1	2.	1.	6.
918	Gear Housing Gasket	1			8.
908	Gear Housing Grease Nipple	1		1.	0.
821/2	Pump Body	1	1.	2.	3.
822	Pump Body Retaining Screw	2			9.
838	Pump Cover Plate	1		3.	6.
909	Pump Cover Plate Screw	3			6.
977	Pump Eccentric	1		3.	9.
832	Pump Rotor	1		5.	0.
826/1	Propeller Shaft	1		11.	9.
993	Propeller Shaft Gear 22T	1	2.	5.	0.
980	Propeller	1	1.	17.	6.
831	Propeller Shear Pin	1			3.
483	Propeller Nut	1		3.	0.
573	Propeller Shaft Gear Rivet	1			7.
829/1	Propeller Shaft Bush (Large)	1		5.	9.
828	Propeller Shaft Bush (Small)	1		5.	0.
943	Propeller Shaft Spacing Washer	1		2.	6.
1011	Propeller Shaft Oil Seal	1		3.	6.
1012	Gear Housing 'O' Ring	1		2.	6.
996	Drive Shaft (Short)	1		17.	6.
995	Drive Shaft (Long)	1	1.	1.	0.
994	Drive Shaft Pinion 12T	1	1.	7.	6.
974	Drive Shaft Bush	1		8.	6.
976	Drive Shaft Needle Bearing	1		5.	6.
835/1	Drive Shaft Tube	1		7.	6.
950	Drive Shaft Casing 23"	1	2.	0.	0.
	or				
953	Drive Shaft Casing 28"	1	2.	7.	6.
836	Drive Tube Screw Plate	1		2.	3.
914	Drive Tube Lower Fixing Screw	1			9.
915	Drive Tube Top Fixing Screw	1		1.	6.
822A	Exhaust Flange Screw	1			9.
898	Water Inlet Pipe 23"	1		6.	3.
	or				
912	Water Inlet Pipe 28"	1		8.	0.
899	Water Outlet Pipe	1		6.	3.
869A	Water Outlet Pipe Nut	1		1.	6.
869B	Water Outlet Pipe Gland	1		1.	0.
	CARBURETTER				
018027	Tickler Stem	1			
015454	Spring for do.	1			
05889	Split Pin	1			
018755	Carburetter Body Assembly	1			
018029	Filter Elbow	1			
017029	Fibre Washer for do.	1			
017130	Filter gauze	1			
018063	Filter Plug	1			
017132	Fibre Washer for do.	1			
018607	Air Regulating Screw	1			
09846	Spring for do.	1			
018031	Cover Plate	1			
017988	Cable Adjuster	1			
017464	Locknut for do.	1			
018226	Main Slide and Needle Assembly	1			

APPLY TO NEAREST ZENITH AGENT FOR SPARES AND PRICES.

Part No.	Description	No.Off	Price £. s. d.	
017139	Spring for do.	1		
018720	Control Cable Assembly	1		
07087	Screw Fixing Cover Plate	1		
017804	Rubber Cap for Control Cable	1		
017144	Throttle Adjustment Screw	1		
017156	Spring for do.	1		APPLY TO
017145	Clamping Screw	1		
018587	Nut for do.	1		NEAREST ZENITH
017116	Float	1		
017119	Gasket for Float Chamber	1		AGENT FOR
018040	Carburetter Bowl	1		
07087	Screw Fixing do.	2		SPARES AND
017146	Cover for air intake	1		
018758	Filter gauze for do.	1		PRICES.
010350	Screw fixing air intake cover	2		
017800	'O' Ring	1		

Carburetter Setting (variables)
(When ordering state size required)

017133	Slow running Jet	35	1
017134	Main Jet	74	1
017135	Emulsion Tube	017135	1
018739	Starter Slide	90 (Slow running outlet) 150 starter) outlet)	1

ACCESSORIES

	£. s. d.
Underwater Grease (per 2 lb. tin)	6. 0.
Tool Kit (including Grease Gun)	15. 6.
Engine Stand (for overhauling or storage)	1. 15. 0.
Flywheel withdrawal tool	1. 5. 0.

SERVICE ESTIMATES

Whilst we are always willing to estimate before proceeding with any repairs, it must be appreciated that this will cause some delay. If our estimate is not accepted, a small charge is made for mechanic's time in dismantling to ascertain new parts required. Estimates can only be regarded as approximate, as during execution or test it may be found that additional parts are required. Our decision regarding the serviceability of worn components must be regarded as final.

Except in the case of approved accounts, all spares and service work will be treated on a cash basis.

BRITISH ANZANI ENGINEERING CO.LTD.
Windmill Road,
Hampton Hill., MIDDLESEX.

TEL. MOLESEY 2690.